

FOURTEENTH STREET ROUTE IS SELECTED

Street Committee, After Two Years of Study, Recommends Rose Plan.

STRAIGHT WAY TO MAYO BRIDGE

Will Also Greatly Relieve Congestion of Traffic in Wholesale Section and Open Way to Adequate Street Car Service to South Richmond.

After it had been engaged during two years in wrestling with the problem, and at the end of the third consecutive meeting held this week, the Street Committee last night decided by an unrecorded vote in favor of the Fourteenth Street route as the approach to Mayo's Bridge. Just previously to the passage of this resolution the committee voted upon a compromise plan of widening of both Fourteenth and Fifteenth Streets as approaches to the bridge, and to relieve the congestion of travel and traffic in that district, and was defeated by a recorded vote of five to four.

The fight for the one-street route was led by Aldermen Puller and Gunst and Councilman Carter C. Jones, and the resolution finally adopted was presented by Mr. Puller, who, in the course of his argument, declared that the city would be unable to sustain the financial burden incident to the widening of both streets, saying that it had only about \$500,000 to care for all improvements, and that it would take this sum, at least, to widen both streets.

THINKS FOURTEENTH SHOULD COME FIRST

Mr. Gunst, who at the meeting Thursday afternoon offered the compromise plan of opening both streets, insisted last night on the one-street route unless it should be specifically provided in the compromise that Fourteenth Street should be widened first. Mr. Powers agreed to amend his resolution in this respect, but Chairman Pollock suggested that two resolutions should be presented, and that they should be acted upon separately. Mr. Puller then presented his motion, and it was adopted upon an unrecorded vote.

City Engineer Bolling explained at some length the need, as he saw it, of widening both streets, saying that though he favored Fourteenth Street as the approach to the bridge, traffic was so congested on Fifteenth and Cary Streets that Fifteenth Street should also be widened, and he thought it advisable to proceed with both propositions at once. He said that business houses east of Fourteenth Street would be in need of Fifteenth Street as an exit, and that the latter street would become part of a natural highway into Shockoe Valley after the tunnel from Broad to Marshall Street had been completed. In reply to a question, Mr. Bolling said he was not absolutely certain that both streets be widened. "I have made a thorough investigation of the traffic needs in this district," he said, "and I am absolutely satisfied that if we should proceed to the widening of both streets, we have had this matter before us for two years, and I am tired of it."

DEFINITE ACTION

"I am tired of it, too," shouted Mr. Bunn. "We have had nothing but plans, plans, always plans, and I think the time has come when we should take some definite action. We have had this question under consideration for two years, and I shall not submit myself by further delay." Councilman Jones likewise insisted on definite action, and insisted that Fourteenth Street was the more feasible approach to the bridge.

The report of Dr. Brown does not harmonize with the reports of Dr. J. S. DeFarrante, of the Western State Hospital, for the insane, Staunton, and the report of Dr. W. F. Drewry, of the Central State Hospital, Petersburg. Statistics and argument carried in the annual report of the superintendent, which was submitted to Governor Stuart yesterday.

ROSE-LAMBERT PLANS

In addition to the cost of real estate necessary to widen Fourteenth Street to a width of sixty feet, except its mouth, which shall be eighty-one feet wide, the plans and estimates of Mr. Rose and his associates also provide for real estate necessary to open new street forty-four feet wide from Main to Cary and east of Fourteenth Street, they provide for necessary alterations in the buildings erected and for the tearing down of old buildings as will have to be removed altogether, for repaving Fourteenth Street and the new street, for adding sidewalks and curbing the filling in of basements under portions of old buildings removed, for a bridge over the dock, sixty feet wide and twenty feet span, and for retaining wall of 18 feet long, running north from the north end of Mayo's Bridge on the west side of Fourteenth Street and also a necessary grading of the widened portions of Fourteenth Street and the new street.

WHAT IS PROPOSED IN

It is provided, however, that the city must acquire, by condemnation proceedings or otherwise, the building at 61 East Main Street, the set valuation of which is \$4,000, and a building at 44 East Street, \$5,000, and a building and forty-eight feet in Exchange Alley, \$10,000. These sums are included in the total price of \$265,000 to be paid by the city.

IT MUST ACQUIRE

It is further provided that if these lands are used by the city in constructing the approach to the bridge, then Mr. Rose and his associates are to be paid 5 per cent of the cost of the work. City Engineer Bolling is expected to report on plans along the lines of a Rose proposition and to report back to the committee. No work is to be done, however, until the matter is laid before the Finance Committee.

BELGIAN RELIEF

Nearly \$2,000 has been donated in Richmond and collected by Frederick Kling, the Belgian consul here, for the starving people of Belgium. It is expected that large contributions to the fund will be made to-day. The people in Virginia by special collection have raised a considerable fund. It is now proposed that the entire collections from the churches on next Monday be given over to the relief fund. It is thought that the relief work in Belgium is more important than the relief work in Belgium.

HE'LL HAVE TO STEP LIVELY NOW



The Local Post-Office Is Ready to Assist in Making Things Interesting for Mr. Hi Costa.

FINDS NO ALARMING INCREASE IN INSANITY

Superintendent of Eastern State Hospital Submits Encouraging Report to Governor Stuart.

It is the fixed opinion of Dr. G. W. Brown that the population of Virginia is not going slowly but surely insane. On the contrary, Dr. Brown is convinced by his own experience with lunacy in Virginia and his personal observation at the Eastern State Hospital, for the insane, Williamsburg, that insanity is decreasing. He so intimates in the annual report of the superintendent, which was submitted to Governor Stuart yesterday.

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THE WEATHER

Forecast: Virginia—Fair Saturday and Sunday; warmer Sunday. North Carolina—Fair Saturday and Sunday.

Local Temperature Yesterday.

12 noon temperature	57
3 P. M. temperature	57
8 P. M. temperature	48
Maximum temperature to 8 P. M.	60
Minimum temperature to 8 P. M.	37
Mean temperature	48
Normal temperature	52
Deficiency in temperature yesterday	4
Deficiency in temperature since March 1	163
Accumulated deficiency since March 1	137

Local Rainfall Yesterday.

Rainfall last twenty-four hours. None.

Deficiency in rainfall since March 1. 1.65.

Accumulated deficiency in rainfall since January 1. 10.85.

Local Observations at 8 P. M. Yesterday.

Temperature, 48; humidity, 44; wind, direction, northeast; wind, velocity, 8; weather, clear.

CONDITIONS IN IMPORTANT CITIES.

Place	Ther.	H. T.	L. T.	Weather.
Ashville	54	66	36	Clear
Atlanta City	44	52	40	Cloudy
Boston	50	60	40	Cloudy
Buffalo	44	54	38	Cloudy
Calgary	20	36	24	Clear
Charleston	52	72	32	Clear
Chicago	56	66	48	Clear
Denver	64	76	40	Clear
Galveston	72	74	68	P. cloudy
Hatteras	56	64	56	Clear
Havre	56	64	56	Clear
Jacksonville	54	78	68	Clear
Kansas City	72	80	60	Clear
Louisville	66	70	44	Clear
Montgomery	72	78	64	Clear
New Orleans	70	78	64	Clear
New York	44	60	42	Clear
Omaha	52	64	44	Clear
Oklahoma	68	80	54	Clear
Pittsburgh	46	60	40	Clear
Portland	52	64	44	Clear
St. Louis	72	80	60	Clear
St. Paul	50	64	34	P. cloudy
San Francisco	68	68	54	P. cloudy
Savannah	72	78	64	Clear
Spokane	44	56	36	Cloudy
Tampa	72	80	64	Cloudy
Washington	44	56	38	Clear
Winnipeg	46	56	28	Cloudy
Wytheville	42	60	42	Clear

MINIATURE ALMANAC.

November 7, 1914.

Sun rises... 6:42

Sun sets... 5:08

Moon rises... 11:32

Moon sets... 8:17

SUBSCRIPTIONS COME IN FOR COTTON POOL

Bankers of Suffolk Subscribe \$10,000—Baltimore Raises \$2,500,000.

MAMLIN NOTIFIED OF RESULTS

Not Now Believed Whole Fund Will Be Drawn Upon, as Mere Fact of Its Being Raised Will Be Reassuring.

Subscriptions continue to come into Richmond Cotton Loan Committee. Suffolk is the latest Virginia city to notify the committee that it would come into the pool, which is being raised to finance the cotton crop. The bankers of that place have raised \$10,000 and will endeavor to get more.

William Ingle chairman of the Federal Reserve Board for the Fifth District, received a telegram yesterday from John B. Ramsey, president of the Mechanics and Merchants Bank, Baltimore, stating that that city had raised \$2,500,000 for the fund. Cincinnati bankers have raised \$2,000,000 and excellent progress is being made in other cities, particularly St. Louis and Chicago.

The local committee has notified C. S. Hamlin, governor of the Federal Reserve Board, which is strongly in favor of the cotton loan plan, that Virginia had over-subscribed its allotment to the \$185,000,000 cotton loan pool. The board was very anxious to have this State complete its subscription early for the possible effect it will have on Northern cities which are somewhat backward in coming into the pool.

TOTAL RAISED IN VIRGINIA \$1,150,000

The total subscription from this State is now nearly \$1,150,000, but the end is not yet in sight. Norfolk bankers and business men are still endeavoring to increase the subscriptions from that city, while a number of local concerns are yet to be heard from. Telegrams were sent out early in the week to many small towns throughout the State, and some of these will probably take small parts of the loan.

W. P. O. Harding, chairman of the Cotton Loan Fund, has been notified that he can begin drawing upon the local committee whenever he desires. The subscription, of course, is contingent upon the raising of \$100,000,000 in the non-producing States, and the local subscribers will not be called upon unless the entire amount is secured. It is considered probable, however, that the whole sum will not be loaned, as the mere fact that the money is available will be reassuring and allay all alarm now felt by the holders of cotton.

CHARTERS ISSUED

Norfolk Baseball Company Takes Out Incorporation Papers.

Charters were granted by the State Corporation Commission yesterday as follows:

Kimball Chemical Company, Inc., Roanoke. Capital stock, \$10,000 to \$50,000. F. B. Parper, president; Geo. B. Shappe, secretary and treasurer, both of Roanoke. Purpose: Manufacturing and dealing in chemicals, etc.

Norfolk Baseball Company, Inc., Norfolk. Capital stock, \$10,000 to \$25,000. F. B. Walker, president; E. H. Walker, secretary, both of Norfolk. Purpose: To acquire and operate grounds for football and baseball.

Colonial Construction and Supply Company, Inc., Charlottesville. Capital stock, \$10,000 to \$50,000. James E. Gleason, president; W. L. Shibley, secretary, both of Charlottesville. Purpose: Construction business.

Portsmouth Development Company, Inc., Portsmouth. Capital stock, \$10,000 to \$100,000. Geo. H. Carr, president; L. A. Carr, secretary, both of Portsmouth. Purpose: To develop and operate business.

Amendment to charter: The In-Gera Company, Inc., Norfolk, increasing capital stock from \$100,000 to \$1,500,000.

Foreign charter: T. Cullen & Vaughn Company of Ohio, domesticated. C. R. Caldwell, Statutory agent, Staunton. Capital stock, \$200,000. Purpose: To do a lumber and building material business.

Amendment to foreign charter: The National Slavic Society of the United States of America, a Pennsylvania corporation, changing name to The National Slavic Society of the United States of America.

NEW SCHEDULE OF PAY FOR RURAL CARRIERS

Based on Voucher of Miles Traveled and Average Weight of Mail Handled.

Rural carriers throughout Virginia are affected by a new schedule of salaries which went into effect on Sunday. Postmaster Hay T. Thornton, of the Richmond post-office, through which all rural carriers are paid, was advised yesterday of the new system of payment. It is expected that the larger number of carriers will benefit by an increase in salary, although some few will lose. Post-office employees have just begun to figure out the exact amounts due each carrier, and it will be several days before they finish their task.

The compensation is to be based upon the length of the routes, the time required to serve them in accordance with the authorized schedules, and the number of pieces and weight of the mail carried, as shown by the records of the department. A carrier having a route varying from four to six miles in length, should cover it in one and one-half hours, and should handle 3,000 pieces of mail, averaging 400 pounds each month, for which he will be paid \$480 a year. The scale is graduated, and a carrier serving a route twenty-four or more miles in length, will be required to handle 10,000 pieces of mail, weighing 1,300 pounds, each month, and should serve the route in six and one-half hours. His salary will be \$1,200 a year.

An increase or decrease of \$13 a year will be made for each 1,000 pieces of mail, and for each 100 pounds, respectively, greater or less than the schedule, with an allowance of \$12 a year for each closed sack carried daily, and for each mile of route served in excess of twenty-five. No salary is to be reduced lower than the scale in effect on June 30, and none is to exceed \$1,200 a year.

The enormous growth of the parcel post business is one of the reasons for the new order. Carriers who live on routes served extensively by the new system will, therefore, receive greater compensation for their work. The compensation will be based upon the amount handled during the previous year.

In arriving at the amounts due carriers throughout the State, the local force must compute the work done last year, and then figure it out according to the scales announced yesterday.

Why is a New Franchise Suggested Now?

The Virginia Railway and Power Company now owns franchises in Richmond, the principal of which expire in about fifteen years. It owns various rights in the streets, especially in the new territory, which are perpetual, and rights of way in fee simple which should be parts of streets. It is proposing that the period of the existing franchises be extended about fifteen years, and that the perpetual and fee simple rights be surrendered, thus limiting all rights to the use of the streets to thirty years.

This proposition is made by the company, but the necessity for some such adjustment of the situation has been recognized, and even suggested, by some of the authorities of the city having to deal with this subject. The reasons are obvious, and only a few need be stated:

It is desirable to the city and the public at this time:

(a) Because by the extension of the city limits much additional trackage is brought in, subject to varying and even conflicting franchise rights, which are a great embarrassment to municipal administration;

(b) Because these conflicting franchise provisions render difficult proper municipal control of construction, maintenance and service;

(c) Because perpetual rights should not exist in the streets and highways of a city;

(d) Because the public has long desired that existing toll viaducts should be made free, which cannot be done under corporate control;

(e) Because existing trackage and lines built up through competitive systems are not adapted to traffic conditions in the city, and a rearrangement of trackage is essential for good and convenient public service and to avoid unnecessary obstruction to and disturbance of streets;

(f) Because the Forest Hill Park, being a part of the annexed territory, should be controlled by the city and a part of its system of parks;

(g) Because it is important for the city's interests that all franchises should expire on one date;

(h) Because what the city and the public want is good service, and, while exercising proper control over public service, any step which would induce the investment of capital in such service on the most reasonable terms and enable the company to render the service in the best way, is to the advantage both of the city and the public.

It is desirable to the company at this time:

(a) Because it is to the interest of the company that its franchise rights in the entire territory should be definite and clear to avoid conflict with the city and embarrassment in operation;

(b) Because the conflicting provisions of existing franchises are no longer applicable to traffic conditions. Many of the provisions of existing franchises are obstacles to the service and no benefit to the public;

(c) Because a rearrangement of trackage is necessary to adapt the service to present needs, and especially if the Richmond and Henrico lines are to be continued, since, as separate lines, they have never earned operating expenses;

(d) Because it is necessary to have franchises running for a reasonable period of time in order to secure capital for the improvement and development of the properties. The experience, not of Richmond, but elsewhere, has demonstrated that where the community waits until the expiration of the franchise to deal with this subject, it necessarily results in the running down of the property and depreciated service.

(e) Because present financial and commercial conditions are such that capital can only be secured for those public service enterprises which present favorable conditions for investment where the rights are definite and clear.

(f) Because the company desires to place its relations with the city on a clear and definite basis, to the end that it may devote its capital and attention to the development of an efficient service, free from controversies and difficulties which must arise out of existing conditions.

The company has not suggested granting any right that is not in its present franchises. It is not asking a monopoly, and the city has no constitutional power to grant one. It is only suggesting that the whole matter of public service in Richmond be placed on a sound business basis, under a clearly defined contract, in the interests of the city, the public and the capital invested in the enterprise. Nothing else is suggested nor desired.

HEARS BANKRUPT CASE

United States Circuit Court of Appeals Will Hold Conference Session To-Day.

The United States Circuit Court of Appeals reconvened yesterday morning at 10 o'clock, with Circuit Judges Pritchard, Knapp and Woods in attendance.

The following cases were argued: No. 1232-1279, Leon M. Nelson, trustee of Joseph W. Blanton, bankrupt, petitioner, vs. A. Heckacher, G. N. Shuman, W. H. Mann and D. B. Cox, respondents; on petition to superintend and revise, etc., and appeal from the District Court at Richmond. In bankruptcy. Argued by S. S. P. Patterson and R. L. Montague, for the petitioner; and by A. L. Holladay and Hill Montague, for the respondents and appellees, and submitted.

Saturday being set apart for conference day, there will be no argument of cases, and the court will go into conference upon cases argued during the week.

'EARNINGS DROP OFF

Statement of Southern Railway Shows Loss of \$418,418 in One Week.

Estimated earnings of the Southern Railway system for the fourth week in October were: This year, \$1,740,849; for the same week last year, \$2,159,267; a decrease of \$418,418 for the week.

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Virginia Railway & Power Co.

November 6, 1914.

Ad. Deryn